### BIDDY O'FLANNIGAN AS A COOK.

In a chapter entitled "Biddy O'Flannigan as Cook," Dr. Dlo Lewis touches upon a subject of the greatest importance to every one of ua, man, woman, and child. It is that of entrusting the preparation of our food, which is to form the brain, bones, and muscles for ourselves and our children, to an ignorant Irish woman who, perhaps, a month ago was living in a mod but on a diet of potatoes, whilst at the same time we are so particular to employ the best tailor for ourselves, the best milliner and mantua maker for our wives, and the best care for our horses. But let the doctor speak for himself: - Deacon W-, residing six miles out of Boston, quarrelled and parted with his cook and coachman on the fifth of July. They returned from Boston late on the evening of the fourth, a little too patriotic for practical purposes, and the result was that on the morning of the fifth they were sent off. -

Mrr. W ...., being an invalid, was in great distress, as she expected company, while the deacon was very, very sorry about his horses. But he hurried in after breakfast, put an advertisement in three papers, with directions to call at his office in Kilby street. The next morning they began to come. The deacon understands the necessity of a good hostler, and asked certain questions of every man who applied for the position of coachman; -

"How often do you think horses should be fei? What do you think is the best food? S ould it be given whole or ground? When shou'd hay be given? Should it be fed from a rack or from a trough? When should the horses be watered? Should they be allowed to drink all they want," etc., etc.? The deacon had determined that he would not be humbugged. He knew that if his horses were to flourish, the man having charge of them must be intelligent and understand the business of feeding, driving, and taking care of them. The deacon asked many questions about the use of the currycomb, brush, blanket, etc., etc. Nearly thirty men called before he found one that suited him. After receiving satisfactory answers to his many questions, and examining the man's "character," he concluded, with some misgivings, to engage him. The wages were thirty-five dollars per month. He cared little what price he paid, so he got a man who could fill the bill.

The deacon engaged the second girl that applied for the position of cook. The first one was evidently intemperate. The second one was quite young, but clean and healthy. He asked her if she could do plain cooking? She replied, "Bedad, and it's meself that can do that same!" The deacon wished to see her "character." which, although written by an unknown party, stated that she was honest, a good plain cook, with but little experience. The deacon said that would do-it was simply a cook they wanted. So after agreeing upon three dollars a week, he gave her a car ticket and a eard with the directions, and forwarded her to madame, that the machinery of the country home might be set in motion. The deacon has four children dependent, with himself and his wife, upon the cook for health of brain and mind. This ignorant Irish girl, without experience, was given unrestrained, unlooked-after charge of the preparation of all the food for the family. The health, the happiness of the group, were made to hinge upon Biddy's skill in cooking.

When the Deacon returned in the evening he went directly to the barn, and for a half a month looked after his horses more or less every day, lest Thomas' skill should not fully meet the necessities of the case.

But no one seemed to doubt that Biddy would be able to prepare the food all right for the

There is no doubt that the best cooking requires rare skill. One woman takes from a certain barrel, flour; from a certain other barrel, potatoes; and from a table, a piece of beef. Another woman takes the same things. Each proceeds to prepare a dinner for ten persons. In one case the food is delicious, easily digested, and gives health and strength; in the other, the food is not palatable, it is very difficult to digest, and, instead of giving health and strength. produces an attack of dyspepsia. Among cooks one in ten may be ranked as good; the other nine are bad or indifferent.

If we had schools for instruction in cookery, and all the aspirants to the profession were obliged to earn diplomas, nine in ten of the cooks would be good ones. The Irish brain is not particularly susceptible to the patience required in the best cooking. But while a man insists upon the best tailor in town, upon the best upholsterer, the best dressmaker, the finest church, school, actor, and artist, and would laugh at the idea of a green Irlshman in any of them, he goes to an intelligence office, picks up a fresh caught Irish girl, and hires her to perform services more important than all of these put together-I mean more important to the appiness of himself and his loved ones.

For the present the most feasible means is to do what several towns are already doing, viz .:-Join in a co-operative kitchen, in which, by the hest skill, food may be cooked for the whole town, and in those little tin boxes now so much used for transporting soups and hot meats, everything may be delivered at the farthest louse in town as hot as in a room next to the kitchen. This, if we make up our minds to it, is altogether the cheapest, most satisfactory, and

I should not so much object to employing Bridget to make a dress for my wife, to teach the plane, or to do any other similar service, if we were hard pushed, but I protest that ignoance and stupidity shall not rule in the kitchen. The physical, intellectual, and moral life of the household rests upon the kitchen, almost to the same extent that a building rests upon its foundation. In the kitchen, if nowhere else, we must have judgment and skill.

Two things must be done if we continue to live in this isolated way, each family running a kitchen for itself; we must establish schools for raining cooks, and we must make up our minds o pay eight or ten dollars a week for the ser-

ices of a good cook. There is no such waste in any other departnent of our life. We provide the very best our, meats, poultry, fish, vegetables, fruits, auces, and condiments which the capital, sience, and skill of the world can produce. In naking these purchases we pour out our money ike water. Delivered in our kitchens, Bridget Flaherty, surrounded by ranges, boilers, teamers, and a thousand and one conveniences. repares and sends to the dining-room stuff hich does not gratify the palate, which danages the stomach, poisons the blood, and eriously deranges our entire life—physical, ntellectual, social, moral, religious. At no ther point, I repeat, in our civilized life is here such a stupid, reckless waste. No sane an would permit such ignorant, stupid waste the management of his horses or his hogs. Christianity can make but little progress under the present system of cookery. Dyspepsia is a ond so dense it shuts out the very light of

### THE SPANISH THRONE.

The Election of Amadeus as King-Details of the Proceedings.

A Madrid correspondent of the London Times, writing on November 17, gives full particulars of the election of the Duke of Aosta to the throne of Spain by the Cortes. In the debate which preceded the final vote various parliamentary tricks were resorted to by the Republican deputies to ward off the ecntest. The correspondent says :-

Vinader, semi-heroically, tendered the Pope's bull of excommunication egainst Victor Emanuel, and demanded its reading. The House laughed him down, and the President quietly remarked he could not permit the reading of any document not re-lating to the election of the King of Spain. After more petitions tendered by the republicans, one of their number, Senor Moreno Rodriguez, called for the reading of the list of the 194 deputies who, in the session of the 50th of November, 1854, voted for the re-establishment of the dynasty of the ex-Queen. The list was read. General Prim's name was in it, and those of many others of "the Genera's" who undid their work in 1868. Senor Arbazuzu demanded the reading of the list of the valiant nineteen who voted against the dynasty on that memorable occasion. It was read. It contained the names of Don Nicolas Maria Rivero and of six of the present Republican leaders. Instantly some of the survivors of the 184 wished to explain their vote, in the Proposition of the them. ex-Queen. The list was read. General Prim's name at the President would not let them. Senor Gaston next demanded the reading of the

article in the constitution of 1869 which says, "The foreigner who is not naturalized cannot exercise any charge in Spain which has authority or jurisdic-tion." (Art. 27.) Great uproar followed this de-mand, but the President granted it. The clause in question was saluted with loud laughter, but the President refused to allow Senor Gaston to comment on It. Senor Garcia Lopez said his friend Senor Rodriguez had just told him some of the deputies had been threatened with death. Senor Rodri ties had been threatened with death. Senor Rodri-guez confessed it was all a joke, whereupon fresh laughter broke out. President Zorrilla then called for the order of the day, but he was interrupted by Senor Quintero saying there was a fictitious petition on the table, pretending to be from the Corporation of Seville, in favor of the Duke of Aosta. He had documents to prove it false. This was the way peti-tions were got up and how the zeat of the civil governors was humbugging the government. Some disorder followed this remark. The President told him he could see the petition in the Secretary's office. Senor Cabello next dryly asked whether the new king would swear to the constitution in Italiau or in Spanish. Loud laughter again, turned into aproar by his begging the Cortes to suspend the election for sufficient time for Prince Amadeus to learn Spanish, if it be true that he did not know it? The President replied that "the King would take the proper oaths in that place, and be received and respected country in spite of Senor Gaston and all who think ike him." He then stated that two of the Carlist Deputies, Senor Muzquiz and Senor Vinader, had lodged motions for discussion, but as the session was a special one he had refused to allow them to was a special the had refused to show them to be read. This was the signal for a terrible "scene." The confusion was perfectly indescribable. Figue-ras, Castelar, Paul y Augulo, Vinader, Muzquiz, and half a dozen other deputies all on their feet, protesting, shouting, demanding to speak, and using the most frightful gesticulations, while from the whole of the Ministerial benches came the cry of "A votar! a votar!" ("Vote! vote!") In his efforts to restore order the President broke another bell. When something like quiet was procured the President begged the deputtes to calm their impatience, and exclaimed, "Este es el albor de la Monarquia y la devahojo de la Republica." ("This is the dawn of the monarchy and the defeat of the republic!") Zorrilla is in the habit of coming out with ex-pressions which afterwards become historic. When President Zorrilla had finished his remarks

about the alber of the monarchy and the desahoge of the republic, the republicans sprang to their feet, and many of them showed signs of their intention to abandon the House. Paul y Angulo and others went from seat to seat persuading their companions to come out. The scene was terrible. Thanks to the remonstrances of Don Manuel Silvela, the ex-Minister of State, and Moret, the Minister of State, and Moret, the present Minister of the Colonies, who rushed over from their places and talked earnestly to the excited Republicans, and especially to Castelar and Figueras, on whom all eyes were fixed, they changed their minds and stayed. On one or two other occasions, when the entire Republican minority have retired in a pet, they have simply made themselves ridiculous to the Cortes and the country; but on this, one had they gone out and announced the cause of their exasperation to the exis no doubt there would have been bloody work. Mobs never reason. It would have been sufficient for them to see sixty or seventy Deputies apparently "turned out" to have led them to insurrection.

THE VOTE AT LAST. When the Republicans had resumed their places the question was put to the House, and decided by 178 to 2, to proceed at once to vote on the question of the menarch. The Republicans refrained from voting, Senor Muzquiz made a fresh attempt to speak, but the President refused and uttered the momentous words for Spain, "Let us proceed to the the King." Solemn stillness reigned as the Secretary called each Deputy in rotation to vote. Slowly and deliberately the Deputtes rose one by one, and, marching to the table deposited a closed paper in the hands of the President, who immediately put it into the urn. Not a word was spoken until it came to General Izquierdo's turn. Before going up to the table he exclaimed:—"Up to this moment I have defended the nomination of the Duke of Montpensier, but now I vote Aosta." He wished to give his reasons, but the President refused to let him. When all had voted, the urn was unlocked, and the papers taken out and counted. There were found to be 311, exactly the number of Deputies present. The papers were then opened and read. As each Deputy was obliged to sign his paper, great interest was felt during the reading of them. At last the Secretary said:—"The following is the result of the votation:"-

Espartero ..... Mionso..... 2

The Secretary next said, "The number of Deputies admitted is 844. The half, plus 1, is 17s. The Duke of Aosta having obtained 19t, he is beyond the majority required by law." President Zorrilla added, "The Duke de Aosta is therefore elected King of Spain!" No demonstration followed the announcement. It is said that General Primhad urged his friends to give no vivas or applause, lest it should wound the feelings of the Republicans. Let us hope this is true, for, if not, it certainly looked as if the House looked with cold indifference on the result. The artillery in the Campos Eliseos fired a salvo to amounce the conclusion of the votation to the city.

# ENGINES, MACHINERY, ETO.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTI-CAL AND THEORETICAL ENGINEERS, MA-CHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Bollers, Water Tanks, Propellers, etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizess, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Bollers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, screw Cutting, and all other work connected

with the above business.

Drawings and specifications for all work done the establishment free of charge, and work gua-The subscribers have ample wharf dock-toom for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls,

etc. etc., for raising heavy or light-weights.

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Manufacture Plain and Galvanized WROUGHT-IRON PIPE and Sundries for Gas and Steam Pitters, Plumbers, Machinists, Railing Makers, Oil Redners, etc. WORKS, TWENTY-THIRD AND FILBERT STREETS.
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RODGERS & WOSTENHOLM'S POCKET beautiful finish; Rodgers', and Wade Butcher's Razors, and the celebrated coultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Ragor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S, No. 115 TENTH Street below Chesnut.

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#### RAILROAD LINES.

1870. FOR NEW YORK—THE CAMDEN ton Railroad Companies! lines from Philadelphia to New York and Way Pfaces. At 7 A. M., Mail and Accommodation, via Cam-den and Amboy, and at 8:30 P. M., Accommoda-

tion. vis Camden and Jersey City.

At 2 and 6 P. M., for Amboy and intermediate sta.

At 7 A. M. and 3'30 P. M. for Freehold and Far-At 7 and 10 A. M., 12 M., 2, 3-30, and 8 P. M. for remon.

"At 7 and 10 A. M., 12 M., 2, 3:39, 5, 8, 7, and

"A P. M. for Bordentown, Florence, Burlington" Edgewater, Severly, Delanco, Riverside, River-

on, and Palmyra. At 7 and 10 a. M., 12 M., 5, 6, 7, and 11-30 P. M. for Fish House. The 11:30 P. M. Hne leaves from Market Street

Ferry (upper side).

VROM WEST PHILADELPHIA DEPOT.

At 7:30 and 9:45 A. M., 1:20, 3:10, 6:30, 6:45 and 12
P. M., New York Express Lines, and at 11:30 P. M., Line, via Jersey City. At 7 80 and 9 45 A. M., 1 20, 3 10, 5 30, 6 46, and 12

At 780 and 9.45 A. M., 1.20, 3.10, 5.30, 6.46, and 12 P. M. for Trenton.
At 9.45 A. M. 1.20, 6.45 and 13 P. M. for Bristol.
At 12 P. M. (ulght) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford. Sunday Lines leave at 9.45 A. M., 6 45 P. M., and RROM ERNSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 9:30 A. M. and 6 P. M. for At 7:30 A. N., 2:30, and 5 P. M. for Morrisville and Tullytown. At 7 30 and 9 30 A. M., 2 30, 6, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction, At 7 A. M., 12:30, 5:15, and 7:80 P. M. for Bustle-

ton, Holmesburg, and Holmesburg Junction.
At 7 and 9 30 A. M., 12 30, 2 30, 5 15, 6, and 7 30
P. M. for Tacony, Wissinoming, Bridesburg, and VIA BELVIDERE DELAWARE RAILROAD. At 7:30 A. M. for Niagara Falls, Buffalo, Dun-kirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lam-bertville, Flemington, etc.

bertville, Flemington, etc.
At & P. M. for Lambertville and intermediate FROM MARKET STREET PERRY (UPPER SIDE), VIA NEW JERSET SOUTHERN RAILROAD At 11 A. M. for New York, Long Branch, and

intermediate places. VIA CAMBEN AND BURLINGTON COUNTY BAILROAD. At 6.46 and 11 A. M., 1, 2.30, 3.30, 6, and 6.30 P. M., and on Thursday and Saturday nights at 11.30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 6.45 A. M., 2.30 and 6.30 P. M. for Lumberton

Ato 45 and 11 A.M., 8 30, 5, and 6 30 P.M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberten.
At 6 46 A. M., 1 and 8:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Horaerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WM. H. GATZMER, Agent. Dec. 12, 1870. PHILABELPHIA, WILMINGTON. AND BAL-

TIMORE RAILROAD.—
COMMENCING MONDAY, NOVEMBER 21, 1870. Trains will leave Depot corner of Broad street and Washington avenue, as follows:way Mail Train at 8:50 A. M. (Sundays excepted), for Bultimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Har-rington with Junction and Breakwater Railroad, at Scaford with Dorchester and Delaware Rail-road, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Rail-

Express Train at 11'45 A. M. (Sundays excepted). for Baltimore and Washington, stopping at Wil-mington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle nects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for
Baitimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Nowport, Stanton, Newark, Eikton, North Esst,
Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's
and Stemmer's Run. and Stemmer's Run. Night Express at 11:39 P. M. (Daily), for Balti-more and Washington, stopping at Chester, Jan-wood, Claymont, Wilmington, Newark, Elliton, North East, Perryville, Havre-de-Grace, Perry-man's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11-16 A. M. train.
WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11:00 A. M., 2:80, 5:00, ant 7:00 P. M. The 6:00 P. M. train connects with Dela-ware Railroad for Harrington and intermediate stations.

Leave Wilmington 6:45 and 8:10 A. M., 3:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Fhiladelphia. The 7:15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted. Trains leaving Wilmington at 6.45 A. M. and 4.00 P. M. will connect at Lamokin Junction with the M. and 4 30 P. M. trains for Baltimore Cen-From Baltimore to Philadelphia,-Leave Balti-

From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Maii; 9:35 A. M., Express; 2:25 P. M., Express; 7:25 P. M., Express; SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7:25 P. M., stopping at Magnelia, Perrynan's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North Fast, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove.

wood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3 55 P. M. leit West Grove at 3.55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintandent H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE, NEW ROUTE BETWEEN NEW YORK AND PHILADELPHIA VIA LONG BRANCH. An ACCOMMODATION TRAIN in the morning

AN EXPRESS TRAIN in the Afternoon from each end of the route, THE EXPRESS TRAIN will be furnished with SPLENDID PALACE CARS.

NO CHANGE OF CARS.
NO CHANGE OF CARS.
BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND
LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1870,

LEAVE NEW YORK, from Pier No. 28 NORTH River, foot of Murray street at 6.45 A. M. Accommodation and 4.39 P. M. Ex-

I.EAVE PHILADELPHIA,
from foot of WALNUT Street, at 7.00 A. M. Accommodation and 3.30 P. M. Express.
The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with unequalled accommodations, and will make the connection between New York and Sandy

Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN in a style unsurpassed by any Hetel in America.
Fare between Philadelphia and New York.....\$3-00

"I "Long Branch... 2:50
For particulars as to connections for TOM'S
RIVER, RED BANK, and all way stations, see the
"Traveller's" and "Appleton's Guides."

6 27 C. L. EMBALL, Superintendent

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—CHANGE OF HOURS, On and after MONDAY, October 3, 1879, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Wash

For Port Deposit at 7 A. M. and 4°30 P. M. For Oxford at 7 A. M., 4°30 P. M., and 7 P. M. For Oxford Wednesdays and Saturdays only at 2°30 P. M.
For Chadd's Ford and Chester Creek Rajiroad at 7 A. M., 10 A. M., 4°30 P. M., and 7 P. M. Wednesdays and Saturdays only 2°50 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 7 A. M. and 4°30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.
Trains for Philadelphia leave Port Deposit at 9°25 A. M. and 4°25 P. M., on arrival of trains from Baltimore.

More.
Oxford at 6:05 A. M., 10:35 A. M. and 5:30 P. M.
Sundays at 5:30 P. M. only.
Chaed's Fordfat 7:26 A. M., 11:58 A. M., 3:56 P. M.,
and 6:49 P. M. Sundays 6:49 P. M. only.
Passengers are allowed to take wearing apparel
only as baggage, and the company will not in any
case be responsible for an amount exceeding one
hundred dollars, unless special contract is made for
the same.

Georgial Superintendent. General Superintendent.

RAILROAD LINES.

DHILADELPHIA AND READING RAILROAD Depot, THIRTRENTH and CALLOW HILL Streuts, Until further notice trains will Leave and Arrive ns folows :-

To Potisville,..... 3.15 From Reading. The Sunday trains connect with similar trains on the Perkiomer and Coebrookdale Railroads. For Downingtown and points on Chester Valley Radrong, take 7 50 a.m., 12 30 noon, and 4 p. m. For Schwenksville and points on Per-klomen Radioad, take 7 30 a.m. 12 30 noon, and 4 p. m. For Mt. Picasaut and points on Colebrooxdale

Railread take 7:30 a, m. and 4:00 p. m. N. Y. EXPRESS FOR PITTSBURG AND WEST. Trains leave New York at 2 00 a, m. and 5 00 p , passing Reading at 1.55 and 10.05 p. m., connect-g at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Paltimore, Williamspori, etc. Siceping cars accompany these trains through be tween Jersey City and Pittsburg without change. Trains for New York leave Harrisburg at 3 10,

5-10, and 11-45 s, m., and 2-50 p, m. Additional train leaves New York for Harrisburg 12 o'clock noon. For particulars see Guide Books, which can be obtained at No. \$11 Chesnut street, and at all stations,

without charge. Season, School, Mileage, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading. STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines,

run close to the Depot,

Baggage collected and delivered by Dungan's Baggage Express, Orders left at Depot, or at No. 235 S. GERMANTOWN AND NORRISTOWN BRANCH.

Depot. Ninth and Green.

Trains leave for Germantown at 6, 7, 8, 8%, 9, 95, 10, 11, 12 A. M.; 1, 2, 2, 30, 3, 18, 3, 45, 4, 65, 4, 30, 5, 60, 5, 45, 6, 6, 6, 9, 7, 8, 9, 10, 65, 11, 12 p. m. Leave Germintown, 6, 6, 55, 7, 30, 8, 8, 20, 9, 9%, 10, 11, 12, a. M.; 1, 2, 3, 3, 50, 4, 4, 45, 5, 5, 50, 6, 6, 30, 7, 8, 9, 10, 11 p. M.; 1, 2, 5, 350, 4, 4 45, 5, 5:30, 6, 6:30, 7, 8, 9, 10, 11 p.
m. The 8-20 and 9:30 down trains, 2:30, 5:45, and 5:45
up trains, will not stop on the Germantown branch,
On Sundays, leave at 9:15 a. m.; 2, 4:05, 7, 10:45 p. m.
Leave Germantown, 8:15 a. m.; 1, 3, 6, 9:45 p. m.
Passengers taking the 6:55, 9 a. m., and 6:30
p. m. trains from Germantown, will make close
connection with the trains for New York at Intersection Station.

CHESNUT HILL RAILROAD .- Leave at 6, 8, 10, 19 a. m.; 230, 345, 545, 7, 9 and 11 p. m. Leave Chesnut Hill at 7:10, 8, 9:10, 11:40 a. m.; 1:40, 3:40, 5:40, 6:40, 8:40, 10:40 p. m. On Sundays, leave 9:15 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7:50 a. m.; 12:40, 5:40, 9:25 p. m.

FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 7:50 a. 11:50 a. m.; 12:40, 5:40, 9:25 p. m.

FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 6, 720, 9, 11-05 a. m.; 1 20, 2, 4, 5, 520, 645, 8 05, 10, 11-45 p. m. Leave Norristown at 5-90, 6-25, 7, 745, 8-50, 11 a. m.; 1-30, 3, 4-30, 6-15, 8, 9-30 p. m. OR Sundays, leave at 9 a. m.; 2-30, 4, 7-30 p. m. Leave Norristown at 7 a. m.; 1, 5-30, 9 p. m.

FOR MANAYUNK.—Leave at 6, 7-30, 9, 11-05 a. m.; 1-30, 3, 4, 5, 5-30, 6-15, 8-05, 10, 11-45 p. m. Leave Manayunk at 6, 6-55, 7-30, 8-10, 9-20, 11-30 a. m.; 2, 3-30, 5, 6-45, 8-30, 10 p. m. On Sundays, leave at 9 a. m.; 2-30, 6-15, 9-30 p. m.

FOR PLYMOUTH.—Leave at 5 p. m. Leave Ply-

FOR PLYMOUTH.-Leave at 5 p. m. Leave Plymouth at 6.45 a. m.
The 7.45 a. m. train from Norristown will not stop t Magee's, Fotts' Landing, Domino, or Schur's Lane, Passengers taking the 7-12, 9-05 a.m., and 6-30 m. traits from Ninth and Green streets will p. m. traits from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 8-30 a. m., 12-30 and 5 p. m. trains from New York stop at Intersection Station.

NORTH PENNSYLVANIA RAILROAD-

N THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTH-EEN PENNSYLVANIA, SOUTHERN AND IN-TIRIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT. Takes effect November 21, 1870. Daily Trains leave Passenger Depot,

corner of Berks and American streets (Sundays excepted), as follows:—
7.00 A. M. (Accommodation) for Fort Washing-

At7-35 A.B. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahancy City, Hazleton, Pittston, Towards, Waverley Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points the Great West

8 25 A. M. (Accommodation) for Doylestown, 9 45 A. M. (Express) for Hethlehem, Easton, Al-ontown, Mauch Chunk, Williamsport, Mahanoy Dity, Wilkesbarre, Pittston, Scranton, Hacketts-Schooley's Mountain, and N. J. Central and Morris and I sseg Railroads. 11 A. M. (accommodation) for Fort Washington

1.15 and 5.20 and 8.15 P. M., for Abington, 1.45 P. M. (Express) for Bethlehem, Easton, Al-miown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton. 230 P. M. (Accommodation) for Doylestown.
At 3-20 P. M. (Bethishem Accommodation) for Bethiehem, Easten, Allentown, Coplay, and

Mauch Chunk.
4:16 P. M. (Mail) for Doylestown.
5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk. 6 20 P. M. (Accommodation) for Lansdale. 11 20 P. M. (Accommodation) for Fort Washing-

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and Doylestown at 8-25 A. M., 4-40 and 6 35 P. M. Lansdale at 7:30 A. M. Fort Washington at 9:20 and 11:20 A. M., 3:10 P. M.

Abington at 235, 6 55, and 9 35 P. M. ON SUNDAYS, Philadelphia for Bethlehem at 9 30 A. M. Philadelphia for Doylestown at 2 00 P. M. Doylestown for Philadelphia at 7 A. M. Bethlehem for Philadelphia at 4 00 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street. Nov. 21, 1870. ELLIS CHARK, Agent. PHILADELPHIA AND ERIB RAILROAD.

On and after MONDAY, December 5, 1870, the trains on the Philadeiphia and Eric Railroad will run at follows:-WESTWARD.

MAIL TRAIN leaves Philadelphia 7 25 A. 7 40 P. Williamsport . ERIE EXPa ESS leaves Philadelphia 12 40 P. M Williamsport - 8-50 P. M. s at Eries - 7-40 A. M. ELMIRA MAIL leaves Philadelphia - 9:33 A. M.
Williamsport - 9:35 P. M.
Williamsport - 7:50 P. M. arrives at Lock Haven 7-50 P. M. MASTWARD. MAIL TRAIN leaves Erie - 960 A. M. Williamsport - 1006 P. M

arrives at Philadelphia 6:50 A BRIE EXPRESS leaves Erte . Williamsport Williamsport 5 30 P. M.

ELMIRA MAIL leaves Lock Haven 8 00 A. M.
Williamsport 9 25 A. M.

arrives at Philadelphia 6 30 P. M.

BUFFALO EXP. leaves Williamsport 12 35 A. M.

Milton - 1 50 A. M. arrives at Philadelphia 9.40 A. M. Express, Mail, and Accommodation, east and west

connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allogheny River Railroad. WM. A. BALDWIN, General Superintendent. THE PHILADELPHIA AND BALTIMORE CEN-

CHANGE OF HOURS. On and after MONDAY, October 3, 1870, trains will run as follows:-Leave Philadelphia Leave Philadelphia from Depot of P. W. & B. R. R., corner of BROAD Street and WASHINGTON Ave-

For Port Deposit at 7 A. M. and 4 30 P. M., For Oxford at 7 A. M., 4 30 P. M., and 7 P. M., For Oxford on Saturdays only, at 2 30 P. M., For Chadd's Ford and Chester, Creek Railroad, at For Chadd's Ford and Chester, Creek Railroad, at 7 A. M., 10 A. M., 430 P. M. and 7 P. M. Saturdays only, at 2-30 P. M.

Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M., and 4-30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphia.

Wilmington and Reading Rairroad.

Trains for Philadelphia:—

Leave Port Deposit at 9:25 A. M. and 4:25 P. M., on arrival of trains from Baltimore.

Oxford at 6:05 and 10:35 A. M. and 5:39 P. M. Sundays at 5:30 P. M. only.

Chadd's Fordat 7:26 A. M. 11:28 A. M., 8:55 P. M., and 6:49 P. M. Sundays at 6:49 P. M. only.

UENRY WOOD, Stengard Superintendent. HENRY WOOD, General Superintendent,

MAILROAD LINES

DENNSYLVANIA CENTRAL RAILROAD. AFTER 8 P. M., SUNDAY, DEC. 4, 1870. The trains of the Pennsylvania Central Raliroad leave the Depot, at THIRTY-FIRST and MAR-KET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within ene squere of the

Depot.
Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depet. Orders left at No. 901 Chesnut street, or No. 118 Market street, will receive attention.

TRAINS LEAVE DEPOT. Pittsburg Express cek Haven and Elmira Express 'aoli Accommodation, 10.10 A.M. & 1.10 and 7.10 Fast Line 1240 P. M.
Eric Express 1240 P. M.
Harrisburg Accommodation 230 P. M.
Lancaster Accommodation 410 P. M.
Parkerburg Train 530 P. M.
Cincinnati Express 800 P. M. Erie Mail and Buffalo Express . . Pacific Express . . . . . Way Passenger
Erie Mail leaves daily, running on Saturday
night to Williamsport only. On Sunday night passengers will leave Philadelphia at 10 to P. M. Cincinnati and Pacific Express leaves daily. All

other trains daily except Sunday.

The Western Accommodation frain runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 118 Market street. Sunday Train No. 1 leaves Philadelphia at 8-49

A. M.; arrives at Paoli at 940 A. M. Sunday Train No. 3 leaves Philadelphia at 640 P. M.; arrives at Paoli at 7-40 P. M.
Sunday Train No. 1 leaves Paoli at 6-50 A. M.; arrives at Philadelphia at 8-10 A. M. Sunday Train No. 2 leaves Paoli at 4-50 P. M.; arrives at

Paoli Accommodat'n, 8-20 A. M. & 3-50 & 6-40 P. M Parkesburg Train . 9 00 A. M. Fast Line and Buffalo Express . 9 50 A. M. Lancaster Train . . . . Eric Express Lock Haven and Elmira Express 6 45 P. M. 8 45 P. M. 8 25 P. M. Pacine Express
Southern Express
Harrisburg Accommodation
For further information apply to

JOHN F. VANLEER, JR., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SAMUEL H. WALLACE, Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract. owner, unless taken by special contract.

A. J. UASSATT,
4 29 General Superintendent, Altoona, Pa. WEST CHESTER AND PHILADELPHIA RAIL-V ROAD COMPANY, ON AND AFTER MONDAY, October 17, 1870, Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:— FROM PHILADELPHIA

For West Chester at 745 and 1120 A. M., 230, 555, and 1140 P. M. Stops at all stations. For West Chester at 440 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted), For B. C. Junction at 4 10 P. M. Stops at all stations. FOR PHILADELPHIA

From West Chester at 639 and 1045 A. M., 155, 455, and 655 P. M. Stops at all stations. From West Chester at 7:55 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted).
From B. C. Junction at 8 40 A. M. Stops at all ON SUNDAY-Leave Philadelphia at 8:30 A. M. and 2 P. M. Leave West Chester at 7:55 A. M. and W. C. WHEELER, Superintendent,

WEST JERSEY BAILROADS. FALL AND WINTER ARRANGEMENT. COMMENCING MONDAY, SEPTEMBER 19, 4870.
Trains will leave Philadelphia as follows:--From foot of Market street (upper ferry). 8.15 A. M. Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations. 11 46 A M., Woodbury Accommodation. 3.16 P. M., Passengerfor Cape May, Millvide, and way stations below Glassboro o P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations. 5:50 P. M., Accommodation for Woodbury, Glass-Clayton, and intermediate stations

Freight Train leaves Camden daily, at 12 M.

WILLIAM J. SEWELL, Superintendent. LUMBER. SPRUCE JOIST.
SPRUCE JOIST.
HEMLOCK.
HEMLOCK. 18701870 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. 1870

SPANISH CEDAR, FOR I FOR PATTERNS. FLORIDA FLOORING, FLORIDA FLOORING, CAROLINA FLOORING. 1870 VIRGINIA FLOORING. DELAWARE FLOORING.

ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1870 WALNUT BOARDS AND PLANK: 1870 WALNUT BOARDS.

WALNUT PLANK. UNDERTAKERS' LUMBER. 1870 RED CEDAR. WALNUT AND PINE.

SEASONED POPLAR. SEASONED CHERRY. 1870 WHITE OAK PLANK AND BOARDS, HICKORY.

CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. CAROLINA SCANTLING, CAROLINA H. T. SILLS, NORWAY SCANTLING, CEDAR SHINGLES. CYPRESS SHINGLES. 1870 1870 MAULE, BROTHER & CO., No. 2500 SOUTH Street. 115

DANEL PLANK, ALL THICKNESSES.—
COMMON PLANK, ALL THICKNESSES.—
1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1½ and
4½ SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY,
Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ. Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 11 30 cm No. 1715 RIDGE Avenue, north of Poplar St.

FURNACES, ETC.

ESTABLISHED 1825. FREB. T. MECKE. H. J. DEAS H. J. DEAS & CO., MANUFACTURERS OF Warm Air Furnaces

Cooking Ranges.

Portable Heaters, Low Down Grates, Slate Mantels Bath Boilers, Registers and Ventilators. No. 111 North SEVENTH St.,

PHILADELPHIA. [9 22 thstu6mrp

JOBBING PROMPTLY ATTENDED TO. EASTON & MCMAHON,

BHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT STREET, Baltimore.
We are prepared to ship every description of
Freight to Philadelphia, New York, Wilmington, and
intermediate points with promptness and despatch.
Canal Boats and Steam-tags furnished at the shortest
antice.

## AUD FION SALES,

M THOMAS & SONS, AUCTIONEERS, NOS.

SALE OF BRAL ESTATE, STOCKS, ETC., Dec. 13, at 12 o'clock, noon, at the Exchange, will GROUND-RENTS-\$240, \$144, and \$36 a year. WALNUT, NO. 2125—Elegant Residence. ASYLUM ROAD-724 Acres, Twenty-third ward. GERMANTOWN AVENUE AND LINDEN STREET (Ger-

antown), northwest corner-Store and Dwelling LINDEN, No. 12 (Germantown)-Modern Rest-THIRTEENTH (North), No. 1518-Modern Residence.

HIRTEENTH (North), No. 1513—Modern Residence, MARRET, No. 431—Valuable Store, BROAD, south of Vine street—Lot 8514 feet front. MONUMENT CEMETERY—2 Lots, Nos 505 and 483, LANCASTER AVENUE, Southeast of Girard avenue— MERION AVENUE, south of Girard avenue-2

FIFTEENTH AND NORTH, southeast corner, subove Wallace-Modern Residence, SEVENTEENTH (North), No. 241-Store and Dwell-CATHABINE, No. 519-Store and Dwelling.

LOCUST, NO. STO4 - Modern Residence. FIDTEENTH AND ERIE AVENUE, SOUTHWEST COTTEE -CATHABINE, Nos. 806 and 808-Two Brick Dwell-ELIZABETH, cost of Jasper-3 Brick Dwellings. DAUFHIN, cost of Mutter-Genteel Dwe ling.

DAUPHIN, cast of Mascher-Genteel Dwelling. STOCKS.
15 shares Pennsylvania Railroad. i share Philadelphia Library Co. 6 shares Western National Bank. 40 shares American Life Insurance Co. 5 shares Academy of Music, with ticket

200 shares The Florence and Keyport Joint Com-100 shares Lehigh Zine Co., par \$50. 6 shares Reliance Insurance Co. 100 shares Central National Bank.

2 shares Philadelphia and Southern Mail Steamo shares Perry Oil Co.

1000 shares Philadelphia and Providence Oil Co. 560 shares Rathbone Petroleum Co. 12 9 3t \$15,000 Fredericksburg and Gordonsville Railroad of Va., 7 per cent. gold. 50 shares Northern Liberties Gas Company

SALE OF LEASES OF CITY WHARVES FOR ONE OR THRRE YEARS. Dickerson street wharf, on the River Delaware. Market street wharf (south side), on River Dela-Vine street wharf, on the River Delaware. Coates street wharf, on the River Delaware. Allegheny street wharf, on the River Schuylkiil. Wood street wharf, on the River Schuylkiil. Spruce street wharf, on the River Schuylkiil. Pine street wharf, on the River Schuylkill, Callowhill street wharf, on the River Schuylkill, Vine street wharf, on the River Schuylkill, By order of J, H. PUGH, Commissioner, Catalogues now ready.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 Ches-NUT Street; rear entrance No. 1107 Sansom street. Bunting, Durborow & Co., Auditionerrs, Nos. 222 and 234 MAPKET street, corner of Bank street, Successors to John B. Myers & Co.

SALE OF 2000 CASES BOOTS, SHOES, TRAVEL-LING BAGS, HATS, ETC., On Tuesday Morning, December 13, at 10 o'clock, on four months' credit, SALE BY ORDER OF ASSIGNEE IN BANK-RUPTOY.

Will be sold On Thursday Morning, Pecember 15, on four months' credit, by order of assignce in bankruptcy, the entire stock of a DRY GOODS JOBBING HOUSE, comprising dress goods, shawls, cloths, cassimeres,

velveteens, etc. LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS. On Thursday Morning, [12 9 5t December 15, at 10 o'clock, on four months' credit

IMPORTANT SALE OF CARPETINGS, OIL CLOTHS, ETC. On Friday Morning, December 15, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage, and rag carpetings; oil cloths, rugs, etc. 12105 RTIN BROTHERS, AUCTIONEER (Lately Salesmen for M. Thomas & Sons.)

No. 704 Chesnut st., rear entrance from Minor. FINE COLLECTION MODERN OIL PAINTINGS, By prominent American and Foreign Artists.
AT AUCTION,
At the Salesrooms, No. 704 Chesnut street,
A CHOICE COLLECTION OF

FINE OIL PAINTINGS. Landscapes, Marines, Cattle, Game Groups, Figures, and Scriptural Pieces, by Artists of acknowledged ability.

The entire collection will be sold without reserve. Will be on exhibition two days previous to the

SALE OF AGATE, BARDIGLIO AND A'MARMO VASES, Card Receivers, Black Marble Clocks,

Brenzes, Etc. On Wednesday Morning. Dec. 14, at 10% o'clock, at the auction rooms, No. 104 Chesnut street, 12 12 24 BY BARRITT & CO., AUCTIONEERS.
No. 230 MARKET Street, corner of Bank street. Cash advanced on consignments without extra

charge. SPECIAL PEREMPTORY SALE. On Friday Morning, Dec. 17, commencing at 19 o'clock, of elegant im ported and American Furs, robes, Astrachan sacques, etc., comprising the entire stock of a firstclass furrier declining business. Particulars on

CONCERT HALL AUCTION ROOMS, No. 1918
CHESNUT Street.
T. A. McOLELLAND, AUCTIONEER.
Personal attention given to sales of household furniture at dwellings.

Public sales of furniture at the Auction Rooms

No. 1219 Chesnut street, every Monday and Thurs-For particulars see "Public Ledger." N. B.—A superior class of furniture at private sale

CITY BAZAAR AND TELL.

No. 1126 RACE Street.

Regular Auction Sale of Horses, Wagons, Harness, Etc., every Thursday, commencing at 10 o'clock A. M. No postponement on account of the Gentlemen's private establishments disposed of

t public or private sale to the best advantage, and general assortment of Horses, Carriages, Haress. Etc., to suit the need of all classes of pur-Carriages taken on Storage.

Superior Stabling for Horses on sale or at livery.
Outside Sales solicited and promptly attended to.
Liberal advances made on Horses, Carriages, and
larness.
DOYLE & NICHOLS. Auctioneers.

# COAL

ANTHRACITE COAL, Per Ton of 2240 Lbs., Delivered. LEHIGH-Furnace, \$7 25; Stove, \$7 50; Nut, \$6 25. SCHUYLKILL-Furnace, \$6 50; Stove, \$6.75; Nut,

SHAMOKIN-Grate, \$6.50; Stove, \$6.75; Nut, \$5.75.

EASTWICK & BROTHER, Yard corner TWENTY-SECOND Street and WASH-INGTON Avenue.

Office, No. 228 DOCK Street. ROTHERMEL & MANNING. LEHIGH AND SCHUYLKILL COAL,

Depot N. E. Corner NINTH and MASTER, Offices, { 48 South THIRD Street, 724 SANSOM " 10 12 tf

\$4.75 FOR A LONG TON OF NUT COAL, Yard, TWENTY-SECOND Street and WASHINGTON Avenue. Corn Exchange Bag Manufactory.

JOHN T. BAILEY, N. E. Cor. WATER and MARKET Sts. ROPE AND TWINE, HAGS and BAGGING, for

Grain, Flour, Salt, Super-Phosphata of Lime, Bon-Large and small GUNNY BAGS constantly hand, Also, WOOL SACKS.